

Table 3

COMPARISON OF ALTERNATIVES FOR ACCESS TO THE FISH CREEK PROJECT

Road Options	Distance from Wasilla to project boundary (miles)	Construction within north-south corridor		Construction outside north-south corridor		Total construction	
		Distance (miles)	Cost (millions)	Distance (miles)	Cost (millions)	Distance (miles)	Estimated initial construction cost (millions) *1
<u>North options</u>	(to north boundary)						
Nancy Lake (1)	35.5	2.0	\$.61	2.15	\$1.60	4.15	\$2.21
south of Crystal Lake (2)	36.25	5.7	\$1.40	1.3	\$.57	7.0	\$1.97
northwest of Florence Lake (3)	39.25	8.25	\$2.04	0.0	\$0.00	8.25	\$2.04
<u>South option</u>	(to south boundary)						
44' wide bridge	32.5	4.7	\$4.14	0.0	\$0.00	4.7	\$4.14

*1 These figures should be used only for purposes of comparing the alternatives because the method used to estimate costs of the north options was different from the method used to estimate the cost of the south option. The cost figures for the north options were calculated by DNR using the Department of Transportation's 1980 unit costs as projected for the second half of 1983 by SCS. DOT's unit costs are based on 3:1 side slope. The standards agreed to for the first generation roads call for 2:1 side slope. The 2:1 side slopes are estimated to cost on the average 15% less than the 3:1 side slopes would. The above figures are therefore reduced by 15% from the DOT/SCS figures. In addition, these figures include 35% for overhead, based on Matanuska-Susitna Borough costs. DOT's overhead is estimated to be 52%. (Both the Borough and DOT's overhead percentages include preliminary engineering and contingency reserve.) The cost figure for the south option was calculated by the Matanuska-Susitna Borough. Generally, the borough's cost estimates are lower than the DNR's. Therefore, it is likely that there is a greater difference between the north options and the south option than is apparent from this chart.